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REPORT NO.

670

COUNTRY Soviet Zone of Germany

TOPIC Cottbus Airfield

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EVALUATION 25X1

PLACE OBTAINED

DATE OF CONTENT 10, 22 and 23 February 1950

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DATE OBTAINED

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DATE PREPARED 10 March 1950

REFERENCES 25X1

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PAGES 5 ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

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1. a. Thirty-two twin-engine aircraft and seven biplanes were counted at the Cottbus (N 52/A 57) airfield (for location see Annex 1) on 10 February 1950. The engines and cockpits of the twin-engine planes were covered with tarpaulins.

b. The occupation of the hangars could not be determined except that of two which were open and in front of which the biplanes were parked.

c. The twin-engine planes were of two types (see Annex 2). The type 1 planes had two cockpits while the type 2 planes had continuous cockpits. The nose of both type planes was unglazed and up to now no antenna rods have been observed at the nose.

2. There was intensive flying with six twin-engine planes and seven biplanes between 12:30 p.m. and 2:45 p.m. Two radio trucks parked side by side, each with an extended three-section antenna (height about twice the height of the truck, antenna rods not interconnected by wires), one fire truck, one ambulance, one passenger car, two trucks and several motorcycles were standing at the take-off point on the eastern edge of the field. The planes took off individually and flew in elements of two or three. The twin-engine planes, flying mainly in formations, practiced firing at towed sleeve targets, whereas the biplanes mostly made local flights.

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## CENTRAL INTELLIGENCE AGENCY

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4. Several Zahsow (N 52/A 57) farmers said that they had to abandon their fields bordering on the airfield to the west. The expansion of the airfield may, therefore, not be completed.

5. a. There was no change in the parking of the twin-engine planes on 22 February 1950. The hangars were closed. No biplanes were seen.

b. The following additional features were identified on the type 2 twin-engine plane: The exact location of the cockpit in relation to the wings, windows on both sides of fuselage aft of wings, propeller hubs painted red or white, [redacted] on rudder assembly.

c. Between 11 a.m. and 4:45 p.m. the following flying was observed:

Three twin-engine planes took off at 4:15 p.m. formed a formation and headed northeast at 4:35 p.m. Detonations were heard from that direction at 4:45 p.m. The return of the planes was not observed. There was no other flying activity.

6. The 32 twin-engine aircraft were parked in the previously observed arrangement in front of the hangars on 23 February 1950. There was no flying between 9 a.m. and 3 p.m. in clear weather.

7. No change in the personnel occupation was observed. The following motor vehicles were seen at the field on 22 and 23 February 1950:

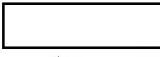
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truck  
truck  
truck  
jeep



truck  
truck  
truck  
T truck  
T truck loaded with  
gasoline drums



passenger car occupied by officers wearing  
golden epaulets with two stars.

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8. A construction site with wooden sheds, narrow-gauge field rails and mixing machines was on the southwestern edge of the field. The nature of the construction project could not be determined and no expansion work on the E-W runway was observed.

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[ ] Comment:

a. Report is a supplement to a previous report. \* The most essential supplementary item of information is the exact description of the twin-engine planes. As on Finsterwalde airfield most of the planes seem to have an unglazed nose compartment. The type designation of this design is still unknown. Both type aircraft are probably new versions of the PE-2 or PE-3 model. It is assumed that two regiments of the 301st Bmr Div are stationed in Cottbus. The reported motor vehicle [ ] belong to component units of this division.

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b. The expansion work at the field was confirmed by other sources. The sketch of the field is transmitted as it shows the expansion work.

2 Annexes: 1. Cottbus Airfield

2. Twin-Engine Bombers Observed at the  
Cottbus Airfield.

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